

## VANCE McCORMICK NAMED AFTER FIGHT

Elected Chairman of Democratic Committee Only After Six-Hour Row.

ST. LOUIS, June 17.—Vance McCormick, of Pennsylvania, the President's choice for chairman of the Democratic national committee, was formally elected chairman early today after a six-hour fight, started by committee members who objected to the selection of a chairman from outside the committee membership.

During the fight the President was accused of trying to dictate all details of the convention and campaign.

The belligerent members of the committee favored Homer S. Cummings, of Connecticut, for chairman.

A final vote on the question, taken long after midnight, resulted in only two votes being cast against the President's choice, which included Carter Glass, of Virginia, for secretary; Homer S. Cummings, Connecticut, for vice chairman; and Wilbur W. Marsh, of Iowa, treasurer.

E. W. H. Moore, of Ohio, and W. F. Sapp, of Kansas, were the only committee members willing to go on final record with their protest.

Moore's principal argument was that by following the President's direction in the matter the national committee were taking away all their own political power—they were merely collectors of campaign funds, he said.

"I deny the right of the President to take away from us the right to have some way in the selection of our next Presidential candidate, which we will have if we elect a chairman from our own committee," he declared.

In the course of the evening's argument R. S. Huddell, of New Jersey, called President Wilson by telephone.

"My choice of McCormick is in accordance with the precedent established," the President said, "that is all I have to say."

The only other contest of importance, that from Texas, resulted in the seating of William P. Dinkley as national committeeman.

## ST. LOUIS WORN OUT AFTER CONVENTION

By GEORGE MARTIN.

ST. LOUIS, June 17.—St. Louis woke up in its nightshirt and vile mood this morning, and finding itself minus a Democratic convention, dozed off and went back to making boots and beer.

Meantime the Democratic party is asleep at the switches all over the country wherever Pullman porters go, sleeping the sleep of the just tucked out.

Having spent \$1,000,000 in cash, four days' time, and its visible supply of enthusiasm in whom-whop-hurrahs and hotel lobbies, it is rolling homeward today on various railroads and the Democratic State central committee money.

One lone band tooting "Wake Up, America!" in front of the Jefferson Hotel and one lone American cursing it roundly from a fourth floor window because it succeeded in making him do so, was the only audible evidence here that there had just been a Democratic convention in the city.

The hotel managers are rearranging their lobby furniture, menu prices, and unspeakable room rates; the streetcar drivers are rearranging their hair and program. For be it known since the Democrats lowered so over the suffrage plank in their platform yesterday, Mrs. Able Scott Baker and her sister sufs are going around with fight in their eyes and the kick of a Missouri mule in every word they utter.

The suffragists didn't like the Democratic performance yesterday at all. Not a tall. And they won't see about it in November.

The collection is a morgue of dead chairs and dead cheers, paper, pop-bottles and Vice Presidential aspirations.

Governor Major-Governor Elliot W. Major, of Missouri—who wanted to be Vice President; and just wanted to be wanted to wept in E minor over his friends' shoulders and the downtown section of St. Louis all day yesterday and until the early hours of this morning because of turning it loose on Sullivan of Chicago, took his steamboat and went home.

The poor old American flag, torn and bleeding from the merciless onslaughts of too many orators has been laid to rest for the time being; and it is now up to Woodrow Wilson and Charles Evans Hughes to say when we shall go on with the story.

## Double Birthday Party For Oldest Living Twins

SEA CLIFF, L. I., June 17.—A double birthday party for the oldest living twins in the United States was held today when Miss Elizabeth Hawhurst and Mrs. Maria Hawhurst Banks celebrated their eighty-sixth birthday.

## How Jim Ham Lewis Spiked Sullivan Boom

Being a Little Tale of Practical Politics as Played in the Inner Circles of Democracy at St. Louis Convention.

By JUDSON C. WELLIVER.

ST. LOUIS, June 17.—Here's a little tale of practical politics, dealing with the insides of a political scrap that happened right in the midst of the convention, without much of anybody knowing it.

The whole convention knew something was going on, and that it must be edifying; but the whole truth of it, with an appreciation of the big issues it involved, was not understood by one person in a hundred.

It concerns the burning and the busting of the boom for Roger C. Sullivan, of Illinois, for Vice President, and it's one of those stories that must be told from the beginning forward, despite the predilection at the back end and then unravel them to the beginnings.

Roger Sullivan is Democratic boss of Illinois; a power in public service, general corporate, and financial affairs. Jim Ham Lewis, he of the pink and coruscating whiskers and the equally coruscating and effulgent vocabulary, is the Democratic Senator from Illinois. Jim Ham and Roger don't like each other; in fact, though they are both seasoned politicians and accustomed to overlook their political differences in their personal relations, they have recently omitted to speak as they passed.

Their differences date back to the incumbency of Mr. Lewis as corporation counsel of Chicago. One day the mayor was away and Lewis was acting mayor. There were some big things afoot in the town, and the acting mayor didn't like some things that he thought were being put across. So he exuded some fantastic denunciations of the sort of big business that deals in aldermen's and legislators' votes and that sort of thing, and made the remarks personal enough to give offense in high quarters.

Lewis Beat Sullivan.

Time passed, and there was a Senator to be elected from Illinois. Lewis and Sullivan both wanted it, and Lewis got the primary endorsement. It came along at the time when the constitutional amendment for popular election of Senators was pending.

Lewis proclaimed that he wanted the substance of popular election, and insisted that the people get a chance to vote for Senator, with the understanding that the legislature should be regarded as instructed for the candidate with the majority.

It was arranged, and in the general election Lewis neatly defeated Sherman, Republican, for the endorsement. The legislature, however, contained a majority of six Republicans; under the old system it would have elected Sherman. But most of the members were willing to stand by the agreement to let the popular vote decide it.

Not all of them, however. A little group of a dozen or thereabouts of Cook county Democrats held out; they wanted to support Lewis. Their defection was attributed to Sullivan's influence.

Lewis and his friends got busy, and made a deal with the Republicans. They would put in sixty-nine good Democratic votes, if the Republicans would produce eleven Republican votes willing to stand by the popular election pact, and they would with this controlling combination elect Lewis for the long term and Sherman for the short term, leaving Sullivan out.

It was so ordered, and so the goods were delivered.

All this didn't make Sullivan feel any more kindly toward Lewis; especially as Lewis, who is little and dandified and Chesterfieldian of manner, was head of the meanest tongue in North America, and a way of turning it loose on a piece of unkind characterization and then going off and leaving it to get in its deadly buzz-saw work. He had conceived an especial fondness for the man, and it had done good deal of damage all around Illinois.

Armed Neutrality.

So time went on, and a few weeks ago the Democratic State convention met at Springfield to select delegates to the national convention. A framed up between the Lewis and Sullivan elements; a sort of armed neutrality, by which the delegation was to be divided equally.

But the Sullivan people were in control, and while the delegation deal was carried out, the temporary chairman and everybody else concerned with the management of the convention utterly forgot to say a word expressive of the party's pride in and affection for our able and efficient Democratic Senator.

There was nothing but a deep, dark, some, doleful silence about Lewis. Jim Ham said nothing, but sawed some more wood with his buzz-saw of a tongue.

Following the convention, reports were given out and carried to Washington that the Lewis crowd had been trimmed most eloquently, and that Sullivan was the man with whom Washington would have to deal in handling its big political hereafter.

This didn't especially gratify Senator Lewis, and wasn't intended to do so. He bided his time in calm and quiet. Then, on Monday morning of this week, when the crowds were just coming in for the convention, arrived in this metropolis the Illinois delegation, personably conducted by the lieutenants of Mr. Sullivan, with the announcement that Sullivan was the favorite son of Illinois, and was to be its candidate for Vice President.

It was at once a slap at Lewis and a check at the national administration. To be elected Vice President would be a vindication for Sullivan; but to have him on the ticket, would be a handicap to the party in the view of the people who don't believe in bosses coming too much into the open. The Sullivan people thought with "Well, didn't Tom Taggart go to the Senate? If he's good enough to be Senator, can't Roger have a Vice Presidential nomination?"

Right there, interrupted Lewis, who arrived from Washington some hours after the launching of the Sullivan boom. "You bet he can't. Do you think we're going to let him be foisted on the national ticket, and have the enemy asking with jeers, 'Will it be that?'"

That was only a promise, however. Now for the performance. The prevalent idea that retirement is solely for the benefit of the employee must be eradicated. The betterment of the service and resultant economy is the main object to be attained. Efficiency comes first, economy next.

As to the kind of retirement there should be no question. The extension of the present plan—the American plan—to the remaining classified employees is manifestly the proper course to pursue. It has worked well both for the Government as far as practiced and for private corporations.

The plan to be at all successful must be liberal. It must be such a one as will induce employees to retire voluntarily when inefficient. Otherwise, there will be efforts put forth to remain in the service to its detriment. The present system of retirement on three-fourths pay has the sanction of successful experience. The increased efficiency and consequent reduction of force will more than meet the cost.

Adoption by the Democratic convention of a platform embracing a plank providing for retirement of superannuated and disabled employees has created among the thousands of Government clerks in Washington a spirit of unrivaled enthusiasm. Federal employees feel that their fight for a retirement pension has been more materially furthered through this recognition at the hands of the Democratic party than by any act since their efforts in this direction began.

There is still, nevertheless, a spirit of skepticism. Many civil service employees are wondering whether this is simply a pretty promise or a serious pledge. Is it to be fulfilled, they ask, or to be disregarded like some of the planks written at Baltimore.

M. F. O'Donoghue, former president of the United States Civil Service Retirement Association and organizer of the National Association of Civil Service Employees, expressed delight at the incorporation of the plank in the St. Louis platform. In commenting on this provision of the platform, he said:

"That was only a promise, however. Now for the performance. The prevalent idea that retirement is solely for the benefit of the employee must be eradicated. The betterment of the service and resultant economy is the main object to be attained. Efficiency comes first, economy next."

After these awards, the posters will be framed and assembled for an exhibit tour across the continent. This traveling exhibit will be conducted up to the countrywide celebration during America's electrical week.

NEW YORK, June 17.—Electrical posters by artists of the highest standing and by art students and high school pupils from nearly every leading city in the United States are on display in the Engineers building here today, and the judges are deciding on the winners of the \$2,500 in prizes offered for the best poster for American electrical week December 2 to 5.

All the posters entered will be placed on public exhibit during the week beginning June 18. Today the decision of the judges announcing the winners of the \$1,000 prize and the \$500 prize will be made.

Exhibits of these posters are had during the three following weeks in Boston, Pittsburgh, and Chicago, the winner of the third or public choice prize will be announced with the winners of the five high school prizes and the art student's prize.

After the awards, the posters will be framed and assembled for an exhibit tour across the continent. This traveling exhibit will be conducted up to the countrywide celebration during America's electrical week.

TO consider as a standard for street railway service in Washington "a seat for every passenger during the non-rush hours and for every standing passenger during the rush hours seven square feet of space", a public hearing will be held by the Public Utilities Commission in the boardroom of the District building Monday at 10 o'clock.

This standard was proposed by the engineering branch of the commission, following a two-month investigation of traffic conditions, a report of which was recently made public. Observations have shown, it is stated, that during the rush hour periods the companies at present are practically complying with the proposed standard.

The exceptions, according to the engineering officials, are the Eleventh street line and Bureau of Engraving and Printing. The Eleventh street line of the Washington Railway and Electric Company, and the Fourteenth street line of the Capital Traction Company. During the non-rush hours the service on a few of the lines, it was stated, also will have to be improved to meet the requirements.

Engineer Commissioner Kutz, chairman of the commission, said today that assurance of co-operation in meeting the proposed standard have been received from officials of the street railway companies.

The rush hours are from 8:30 to 9:30 a. m. and 3:45 to 6:30 p. m.

## SUFFRAGISTS TAKE SHOT AT DEMOCRATS

Find Scant Comfort in Plank Advocating Votes.

Members of the Congressional Union for Woman Suffrage here are not enthusiastic over the suffrage plank in the Democratic platform.

"The Congressional Union is not primarily interested in what the Democrats say in their platform," said Miss Lucy Burns, vice chairman of the union. "We are interested in what the Democrats do in Congress."

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## Thirty Dollars Enough For Board, Comptroller Says

Thirty dollars a month is all the law allows for board in Washington, according to a ruling by W. W. Warwick, Comptroller of the Treasury.

The Comptroller says "good board can be obtained here for \$25 a month and \$5 a month is a fair allowance for lunch-sons."

The Comptroller's decision was made apropos a claim made by three employees of the Assistant Treasurer's office in St. Louis, who came to Washington on business. They claimed more than \$30 a month for food expenditures here and also wanted to be reimbursed for the car fare they spent.

The Comptroller holds that care fare does not come under the head of "subsistence" and disallowed the claim.

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## CLERKS ARE ELATED AT PLATFORM PLEDGE

Many Feel that Efforts for Retirement Law Have Been Materially Furthered.

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## TO HOLD HEARINGS ON STREET CAR SERVICE

Utilities Commission Plans to Adopt Standard for Street Railways Here.

TO consider as a standard for street railway service in Washington "a seat for every passenger during the non-rush hours and for every standing passenger during the rush hours seven square feet of space", a public hearing will be held by the Public Utilities Commission in the boardroom of the District building Monday at 10 o'clock.

This standard was proposed by the engineering branch of the commission, following a two-month investigation of traffic conditions, a report of which was recently made public. Observations have shown, it is stated, that during the rush hour periods the companies at present are practically complying with the proposed standard.

The exceptions, according to the engineering officials, are the Eleventh street